



Official and Classified ADVERTISEMENTS

Continued from Page 15

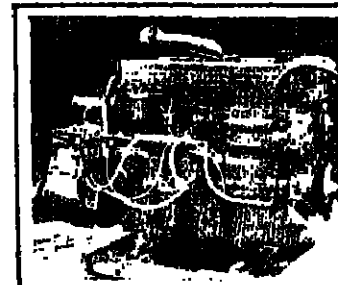
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July 29, 1977

No. 3338

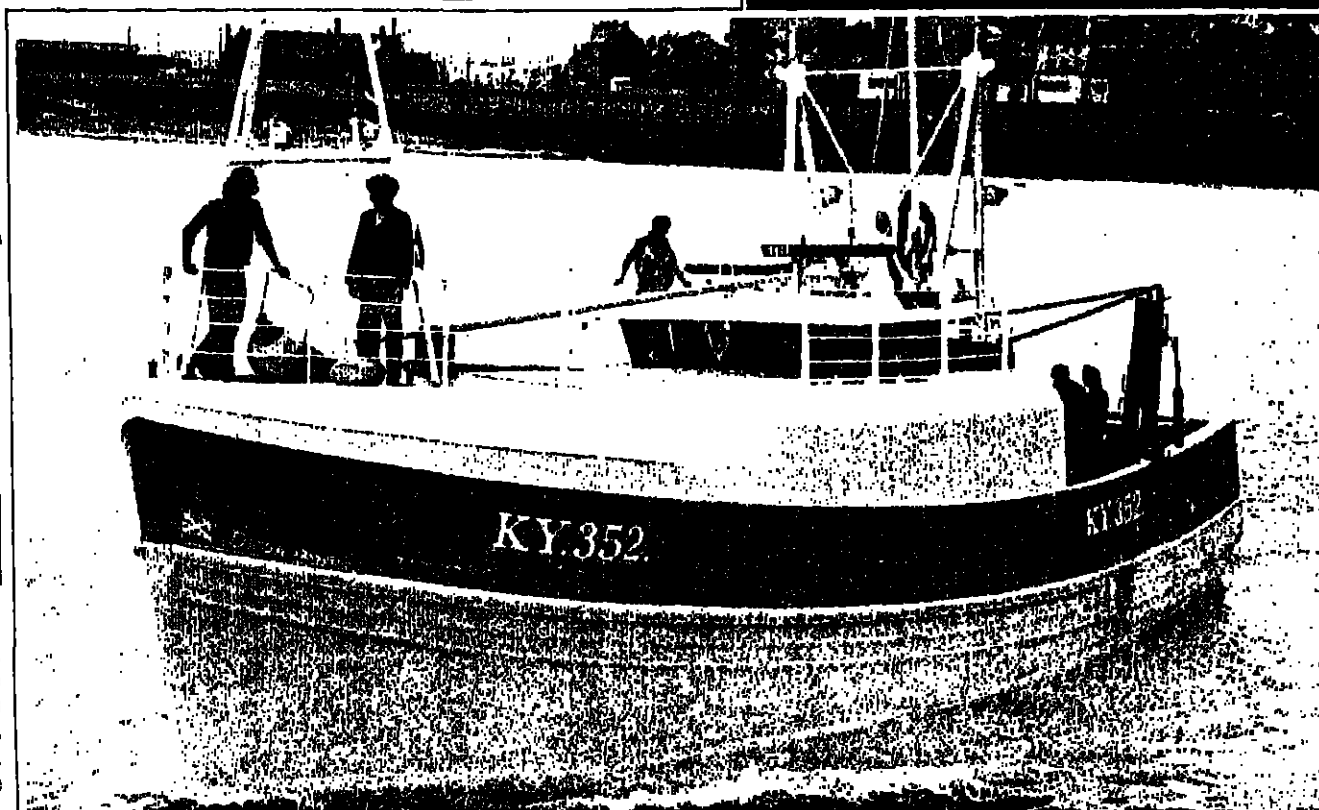
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BEAMERS UNDER ATTACK

Irish Sea ban plea



SWEEPING CONTROLS on fishing in the Irish Sea were called for at a meeting in Newcastle last week. These include a ban on all vessels over 80ft. or 500hp and a halt on beam trawling. The method should also be stopped in the North Sea. "This is not a question of just overfishing in the Irish Sea, but lethal fishing", declared Mr. G. W. Crawford, chairman of the National Federation of Fishermen's Organisations, who was speaking last Friday at a very well attended meeting of the recently-formed group.

The meeting drew representatives from Northern Ireland, Isle of Man, Whitehaven and most of the English north-east coast ports. Also at the meeting was Mr. M. Holden from the MAFF Laboratory at Lowestoft.

Mr. Crawford was commenting on a speech by David Rainford, chairman of the Fleetwood Inshore Fishermen's Association, who proposed that vessels over 80ft. and/or over 500hp should be prohibited from fishing in the Irish Sea. He also said that there should be a ban on beam trawling — for a trial period at least.

Mr. Rainford pointed out that the Irish Sea is shallow and, traditionally, had been fished by vessels of about 70ft. Now there had been an influx of Dutch, French and other trawlers using beam trawls and "stock" had diminished alarmingly.

These vessels, continued Mr. Rainford, could take in a few days what the Fleetwood boats took a season to get. This is because the larger vessels are not touched by bad weather and can fish all the time making it like the Clyde area. With the smaller vessels, bad weather has been nature's way of limitation and conservation. Now beam trawls are actually digging out areas from their spawning grounds with disastrous results.

Mr. Rainford said fish are being taken in spawn and Fleetwood boats find they are fishing dead ground. Vice-chairman Jim Leadley (Whitby) said he had seen the results of beam trawling in masses of dead immature fish, with the result that the bottom stank and fish would not breed in it. He believes that there is much more to the conservation of fish stocks than a mere reduction of catches.

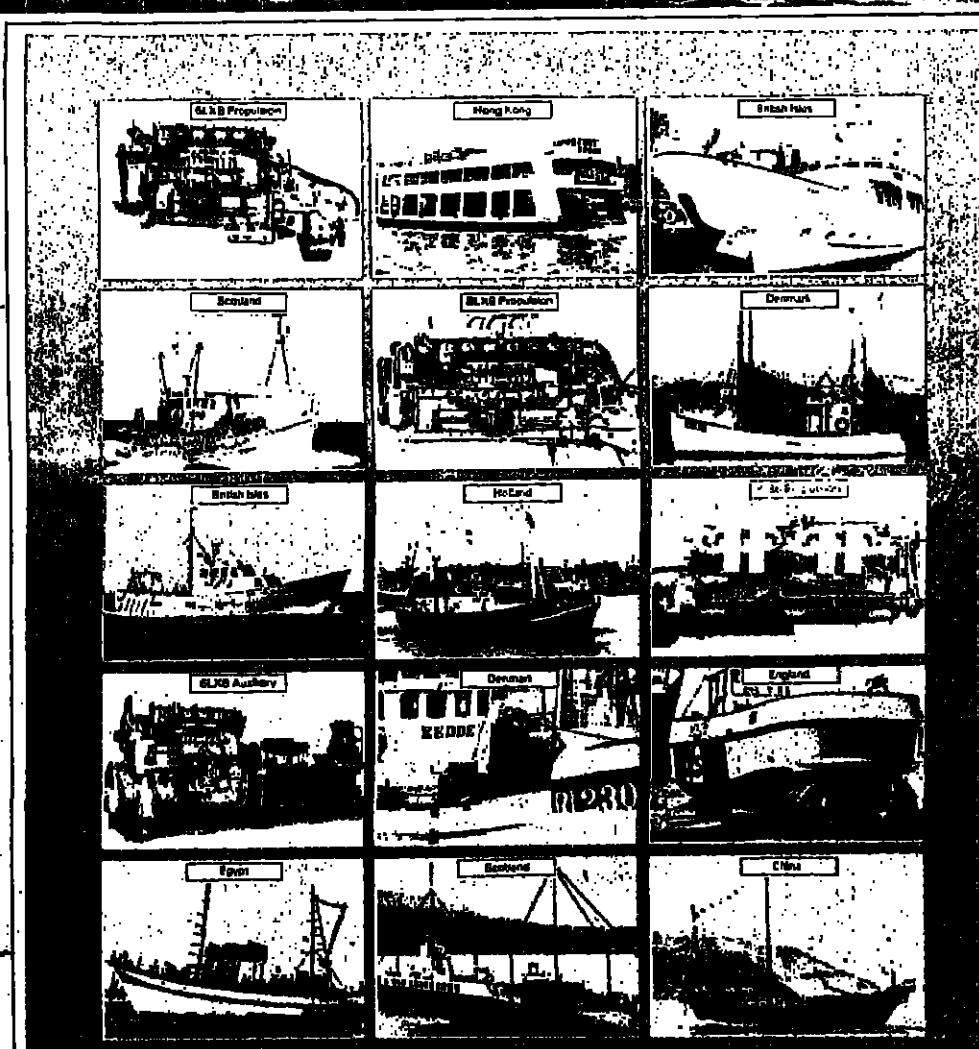
Ready to go alone

IF THE rest of the EEC does not fall into line with British needs — or demands as the EEC will see them — then Britain will declare a unilateral 50-mile exclusive zone.

John Silkin, Minister of Agriculture, Fisheries and Food, made this clear last Friday after he had told the Commons that unless the EEC agreed to the current demand for a 12-mile exclusive zone and a dominant preference up to 50 miles, the government would return to its demand for an exclusive zone up to 50 miles.

In an interview afterwards, Mr. Silkin defined "dominant preference" as an arrangement which would give Britain the fish needed in the United Kingdom. He said that he was more and more convinced that this was the only way to get national interests considered, was by stating them clearly and not by interminable and easy discussions. Asked later if he could enforce an exclusive 50-mile limit, Mr. Silkin replied: "I hope that will not be the case, but if it were, I would not mind."

ORION, a small seiner trawler fitted with a full length shelter, sets out from Arbroath on sea trials. Skipper William Scott's new 54 footer has been built by the Garrard yard and has aluminium shelter protects the crew and even covers her Rammo rope reels. More details of Orion in Fishing News soon.



'GALLIARD' ARRESTED

BRITAIN'S biggest freezer trawler, Arctic Galliard, was arrested off Faroe on Wednesday for alleged illegal fishing. The Hull-based vessel was escorted into Thorshaven by a Faroese naval ship.

FEUD

From page one
desperation talking.

"Over the recent past Grimby has found itself increasingly in difficulty with owners selling ships out of the port and a rapid decrease in supplies which has, of course, effected us too."

"Deep-water vessels at Grimby are few and in a worse state than Hull's. Their middle water fleet is very old and overdue for replacement and the owners are not in a position to do so."

Turning to the fish supply problem at Grimby, Mr. Ellerington said: "Their distribution system is, by their own admission, in dire trouble and is in danger of collapse if better supplies are not available. And if this happens Grimby could be finished as a fishing port."

"It is ridiculous for them to claim to be the U.K.'s major fishing port. Even Peterhead and Aberdeen have more wet fish. Indeed, they send a great deal to Grimby, as they do to Hull."

SPAIN HIT
SPANISH trawler owners have claimed that the EEC's 200-mile limit will put 75 per cent of their middle-range fleet out of business.

The Spanish government has been asked by its fishermen to get a better deal for the 500 boats affected.

Bishop at Burnham

VISITING the Ministry's Fisheries Laboratory at Burnham-on-Crouch, Essex, last week, the Minister of State for Agriculture and Fisheries, Edward Bishop, spoke of the important part the Burnham Laboratory plays in the MAFF research effort.

The minister said: "A major function of the Burnham Laboratory is to advise the minister on the need for protective measures to avoid pollution of the sea and also to advise on the management of our shellfish stocks."

"Conservation is very much to the front of peoples' minds today and scientists at Burnham maintain an important role in the Ministry's conservation policy."

The minister met Peter Wood, officer-in-charge of the laboratory, and Dr. Eric Edwards, head of the shellfish stock measurement programme. With Arthur Lee, director of fisheries research, he toured the laboratory and saw demonstrations of the work in hand.

Later he visited the Ministry's experimental oyster grounds aboard the laboratory's oyster dredger Jossa.



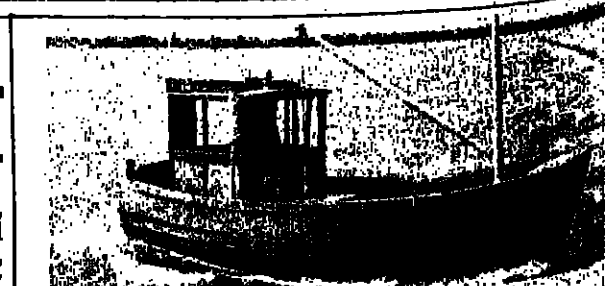
Herring threat

IF THE North Sea herring ban went on for more than one year Shetland fishermen would have to consider some form of action.

It might be possible to survive for one year,

warned George Hunter, manager of the Shetland Fishermen's Association, but it was not certain they could last longer than that.

Shetland boats are mainly stocking to white fish although some of them have switched to sprats. Some boats are expected to move to the west side of Shetland when the season opens. If they fail to find fish there, they will move on to the Minch.



Macboat 24

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Dried fish crisis

WHILE a Scottish and Norwegian partnership is going ahead with a dried fish factory at Breasted, on the Isle of Lewis, fishermen in Norway are begging the government to take supplies off their hands.

A crisis is reported to have developed as dried fish has been stockpiled because Nigeria has cut back on imports. A present 20,000-tonne worth 400m. kroner is in storage.

The Norwegian Fishermen's Organisation has now approached the government to purchase some of the stockpiled fish as part of its contribution towards the World Food Programme.

Two shipments of 900-tonne are due to be sent to Nigeria shortly, but this will be the last until April next year.

The factory being built in Scotland is costing around £750,000 and is a joint venture between Norwegian interests and the Highlands and Islands Development Board. The factory is expected to be in operation by spring next year.

Last month a Norwegian vessel demonstrated the Autoline system from Stornoway.

Scots to speak out in Canada

CANADIAN fishermen will be pricking up their ears in September hoping for some clues on how to make nearly £4m. a year with an 80ft. boat.

They will be listening to Skipper Dave Smith from Anstruther, who has just completed a record-breaking year when he speaks at a Fishermen's Forum in Halifax, Nova Scotia.

Also speaking at the forum, which has been arranged in conjunction with the World Fishing Exhibition, will be Mr. J. J. Foster, senior principal scientific officer with

the Marine Laboratory, Aberdeen. Heading, as chairman, a line-up of international speakers will be Barry Fisher, from the United States, a popular figure in Scotland following his visit to the fishing conference in Aberdeen last year.

Dave Smith will be travelling out to Canada in the company of a number of other top Scottish skippers, including Norrie Bremner (Boy Andrew) and Willie

Buchan (Fruitful Bough).

They will be travelling on a tour organised by Gramplan Travel Ltd. of Perth. With the last few places still to fill, around 150 people will be making this trip.

Strong interest is building up in the exhibition which takes place on the waterfront in Halifax from August 31-September 7. Two large cargo halls have been converted into an exhibition site, with demonstration vessels

moored alongside. The show will be officially opened by the Prime Minister of Nova Scotia, Gerald A. Regan. Visitors are expected from 35 countries for what will be the largest convention ever staged in Halifax.

Since last November, a special division of the Department of Tourism in Nova Scotia has been set up arranging facilities for the exhibition.

During the week of the exhibition, the Department will be running a stand at Halifax International Airport "to ensure that all visitors arriving are provided with information to make their visit an enjoyable one".

Aid denied

THERE is little optimism over government aid for Fleetwood's fishing industry, according to a deputation which went to London last week to meet ministers.

They put forward the case for development in the north-west and, although they came away with hopes of help for tourism and more advanced factory developments, it appears that fishing did not figure in aid plans.

Ian Prosser, Blackpool's Town Clerk, said the ministers had been told that grants for the Humberstone fleet are being denied to Fleetwood, although the port is facing the same crisis as the east coast ports.

Deputation leader, Coun. Tony Battersby, said: "Any help for the fishing industry,

it was indicated, was not likely to be an internal matter but more a case of proving access to the fishing grounds through the EEC".

Coun. Ernest Mellalieu, leader of Wyre Council, said that even if the 50-mile limit were imposed, it would be followed by a period during which fish stocks would have to be built up and new jobs would have to be created to carry the industry through the transitional period.

He said that huge stocks of blue whiting might be exploited, but grants would be needed to set up processing and marketing facilities.

STILL SPACE AT PORT FAIR

FISHERMEN'S wives are organising a fair and fishing exhibition at Scarborough in their drive to raise 240,000 for a new intensive care unit for their local hospital.

The show will be held on the West Pier at Scarborough on Sunday, August 6, from 2pm.

Mrs. Margaret Mainprize, chairman of the Fishermen's Wives' Association, told *Fishing News*: "What I am telling people is that this intensive care unit may save their life, or the life of a loved one".

Among the companies taking part in the exhibition are: Kelvin Hughes, Decca Radar, North Sea Winches, PNF

Duerr, Scarborough Marine, Bridon Fibres and Plastics, Electronics Marine, Vanroy Ltd., British Ropes and Young's Seafoods.

Mrs. Mainprize, whose husband is chairman of the North and North East Fishermen's Federation and also chairman of Scarborough Fishermen's Association, explained: "The cost of a stand is left entirely to the exhibitors' discretion."

"Orders for space at the exhibition are still coming in, but we have plenty of room for more."

The show will be opened by comedian Charlie Williams; Mr. and Mrs. Max Jaffa, Frankie Deemon and many other stars of the summer shows have promised to come.

The Mayor and Mayoress of Scarborough will also be attending, along with councillors and other officials.

A Mini car is to be raffled. There will be a kipper barbecue, a tombola and all the fun of the fair. The town's Silver Brass Band will be playing all afternoon and a youth club is putting on a race.

COMMENT

ALTHOUGH it is still early days for the National Federation of Fishermen's Organisations, the rate at which it is collecting members indicates that it is going to be a force on the fishing scene.

Apart from displaying its strength in numbers at a meeting in Newcastle last week, the NFFO also showed that it was prepared to take on the main issue facing British fishing today: who is going to manage the industry?

For some thoughtful starters, the NFFO comes up with the idea of a permanent body comprised of scientists, BFF, Grimsby Seiners and NFFO representatives. Included should be members of the Sea Fisheries Inspectorate.

For the management of local fisheries, the NFFO says that Sea Fisheries Committee should be disbanded. Replacement committees should be formed of elected fishermen's organisations and chaired by the Sea Fisheries Inspectorate.

Grasping another nettle, the NFF also showed its concern for the virtually uncontrolled fishing going on in the Irish Sea. While some sensible proposals were put forward, once again there was an attempt to lay a lot of the blame on beam trawling.

Just a few years ago *Fishing News* was heavily criticised in some quarters for its opposition to a proposed ban on beaming. While accepting the sincere opinion of many fishermen that this method is a destroyer, without firm scientific evidence we thought it could be a dangerous move to outlaw the beam. The same might happen to other methods.

However, while the long-promised international evidence which would provide the basis for a ban on beaming has not come to light, a fresh look is being taken at the problem by British scientists. Whatever their recommendations, at least with the new limits we will be able to put controls into effect without a long international wrangle.

in BRIEF

AN Icelandic kelp (seaweed) processing plant set up on experiment in 1976 has lost money. A final decision as to whether the plant is viable should close the year to be made.

THIS IS the first summer over a century that no herring has been landed at Shetland but kippers go on in at least one Shetland factory. The plant is owned by the Shetland Herring Co. Ltd. and has imported 100 tonnes of herring from Nova Scotia.

PLANS for a new fishing jetty at Lerwick, an extension to the new fish market and a new fish market building last year, have been approved by Lerwick Harbour Trust. It has been told that there are funds available this year for grant towards the project.

JAMES PHILIP of Looe, elected chairman of Cornwall Sea Fisheries Committee. Mr. Philip has taken over from retiring chairman John Trewin. Vice-chairman is Group Capt. P. A. L. Hard.

ICELAND came into when she arranged a deal with the Faroes. The deal was for 5,300 tonnes of whiting off Faroe because of problems. Now the Faroes have a 25,000-tonne quota of Icelandic whiting.

FISHERMEN at Lymington, Christchurch, Poole and the Isle of Wight are setting up a southern regional body of the Fisheries and Oil Consultative Group. Fishermen at the port are fishing needs maximum protection against anti-oil exploration.

ASSOCIATED Fisheries knocked £1m off the value of its trawler fleet (B.C.) because of the uncertainty facing fishing. This was announced along with £2,300,000 profits recovered by the group for the six months up to March. The fleet is valued at last year's £5,400,000.

A HYDROFOIL hit a reef off Venezuela, near America, on Monday morning. The vessel was a 100-tonne motorboat, carrying 10 people. The whole crew was rescued and the impact, at 32 mph, was a 'aki'.

July 29, 1977

PRICES PEAK AS SUPPLIES SLUMP

TWO days with no distant water landings and a Friday without a single local seiner last week gave Grimsby a glimpse of what may lie ahead this winter.

Demand for roundfish was unusually strong for this time of year and, although prices passed their peak early in the week when the shortfall in supplies was most marked, quayside prices were still generally steep when trading ceased.

A grossing of £52,365 from 1,713 kits, mostly codstuffs, by BUT's Ross Renown (Skipper Dave Scott) topped the quintet of distant water landings after 24 days to Bear Island.

Ross Renown out-fished and out-grossed everyone, including BUT's big sidewinders Ross Revenge (£44,156 from 1,476 kits) and Vianova (£47,270 from 1,435 kits).

However, the trip to catch the eye in this section came from Consolidated Fisheries' Notts Forest (Skipper John Rimmer).

Back from 22 days split between Bear Island and the Russian sector of the White Sea, the 140-footer did extremely well to pick up £41,249 from 1,228 kits, again with a big turnout of cod and codlings.

Consol's Huddersfield Town completed this section on £32,987 from 1,020 kits.

For once the middle water honours went to BUT's Ross Kelly, a vessel more accustomed to distant water

fishing in recent years. From 16 days on the Westeries, Skipper Eddie Hall hit the highspot with a £26,286 grossing from 808 kits, mainly badly needed cod and haddock.

She was well clear of regular middle water 'cats' Ross Genet (Skipper Bill Salt) on £23,789 from 846 kits and Ross Tiger (Skipper Denis Avery) on £20,059 from 711 kits; both were mixed trips.

Grimsby's latest fleet addition, the 40-ton Pandion from Esbjerg, got off to a dream start. Skipper Borge Host brought her in after a 14-day 'maiden' from Grimsby with some splendid North Sea cod; her turnout of 250 kits sold through the Danbrit agency for £8,613 to head the seiners.

It was a double celebration for Danbrit as Edlet (Skipper Leif Gravesen) was runner-up with £8,217 from 176 kits.

The crack Grimsby pair team Margrethe Bojen (Skipper Jens Bojen) and Frances Bojen (Skipper John Richardson) weighed-in with a combined £34,987 from 1,018 kits, yet again predominantly cod and codlings from just 12 days.

The John R. agent pair was £18,000 clear of the next best team and, just to round off the week, on Friday's market — with no local seiner landings — the firm brought in the Danish seiners Soren Thomsen (E 713) and Alice Margrethe (L 742) to pick up plum grossings of £10,449 from 292 kits and £9,304 from 232 kits respectively. Inevitably, most of this fish was the much-wanted cod.



Notts Forest — big turnout of cod and codlings from a split trip.

More anger at 'arrogant' port

GRIMSBY'S feud with Hull over the former port's recent claim to be the country's major fishing port has also caused anger at Fleetwood.

Walter Clegg, MP for North Fylde, which has Fleetwood within its boundaries, said: "It is a most remarkable and arrogant document."

"It makes widespread claims for Grimsby — saying its position and facilities as a fishing port and freezing and distribution centre were second to none — and advocates the development of the port as the major fishing centre in Britain."

"I don't blame anyone for blowing their own trumpet."

Wyre Council and the fishing organisations in Fleetwood have done some good work in this field.

"But Grimsby has gone too far on this one. They have stated their case to the detriment of other fishing ports."

"They seem to want all the kudos and cash that is going and can't see why anyone else should have any."

"What more do they want? They already have Development Area status."

"Other ports like Fleetwood, however, can counter Grimsby's claims step-by-step."

"Take the geographical position, for instance. Fleetwood is admirably sited to take advantage of the western fisheries which could

well figure increasingly strongly in Britain's fishing future."

"Grimsby is being pushed forward in this document at the expense of others. That is no way to go about things. If we divide against each other we will all lose."

Dutch kept to target

AN ACCOUNT of a watch on Dutch herring fishing in June was given to the Commons on Monday by Edward Bishop, Minister of State for Fisheries, in a written reply.

He said that Dutch fishing activity in the North Sea was closely surveyed by Nimrod and RN protection vessels

throughout June. RN vessels carried out 28 boardings of Dutch vessels in the North Sea in that time.

The Dutch authorities had monitored landings of herring caught in the North Sea by their vessels during June and, on June 16, had ordered Dutch vessels to cease fishing for herring in the North Sea after June 21.

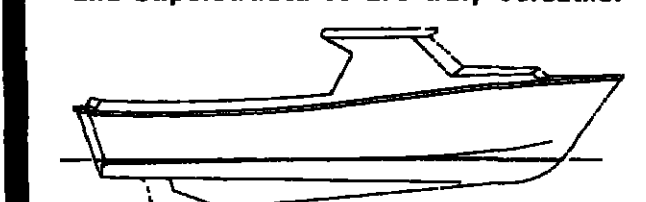
"Given these measures and taking account of the information from our protection units, it seems improbable that the Dutch fishing fleet exceeded their June quota for herring from the North Sea."

The reply was made to Alan Beth, Liberal MP for Berwick-upon-Tweed, who had asked about monitoring of the special Dutch herring quota of 1,800 tons for Dutch

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DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

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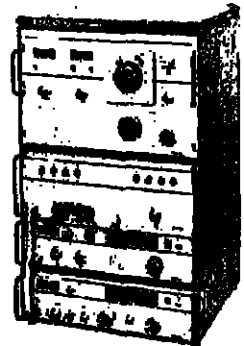
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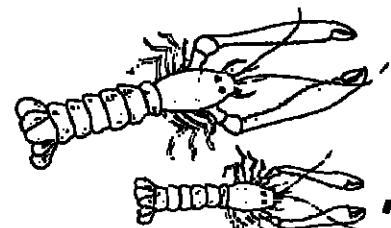
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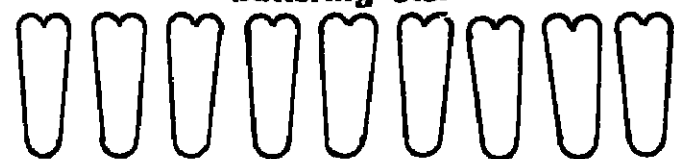
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MACKEREL BAN TALKS DELAYED

CORNWALL Sea Fisheries Committee's bid to have urgent talks on mackerel fishing with the Ministry of Fisheries has fallen flat.

It has been told that John Silkin, the Minister, is too busy to meet a planned deputation soon.

"We have been told that the earliest there could be a meeting would be in mid-October," said a spokesman for Cornwall Sea Fisheries Committee in Truro.

"By then it will be far too late. We wanted an urgent meeting and action before the start of the mackerel season."

Three weeks ago the committee was warned that if the government did not act before the start of the coming season, then it could be the last because of overfishing by large vessels from the east coast, Scotland and abroad.

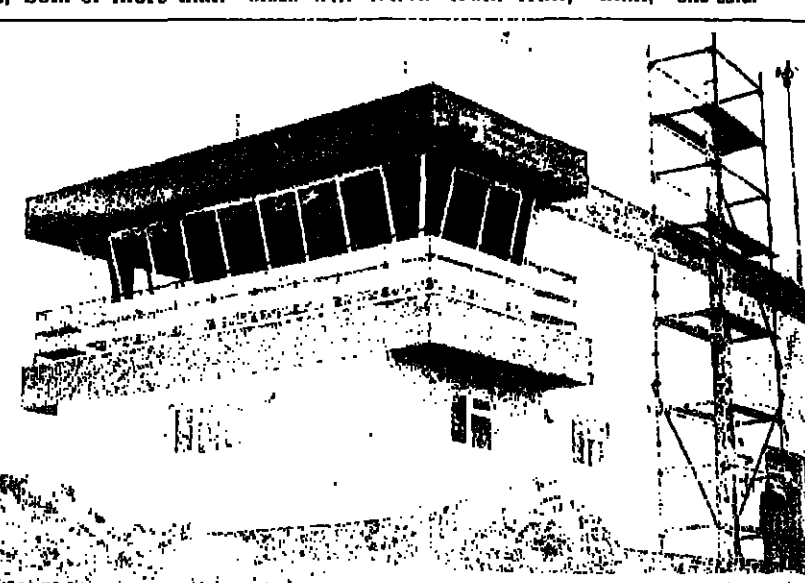
The deputation to the Minister wanted to discuss a complete ban on industrial fishing in British waters and restrictions on the larger trawlers inside the 12-mile limit.

The announcement (Fishing News, July 16) that the two distant-water freezer trawlers *Conqueror* and *Defiance*, both of more than 1,000 tons, are being switched to the south-west because of quota restrictions off Norway has worried Cornish fishermen.

Mrs. Daphne Lawry, secretary of the Cornish Fish Producers' Organisation (CFPO), said this week: "These boats are coming earlier than usual. We fear that 30 other boats of various sizes will follow from Hull, Grimsby, Scotland and elsewhere."

"The only constraining thing that the CFPO is doing is to give our sea fishing committee every backing to protect the local time-limit."

"While we do not like reporting our fellow fishermen, we will report contraventions within a limit," she said.

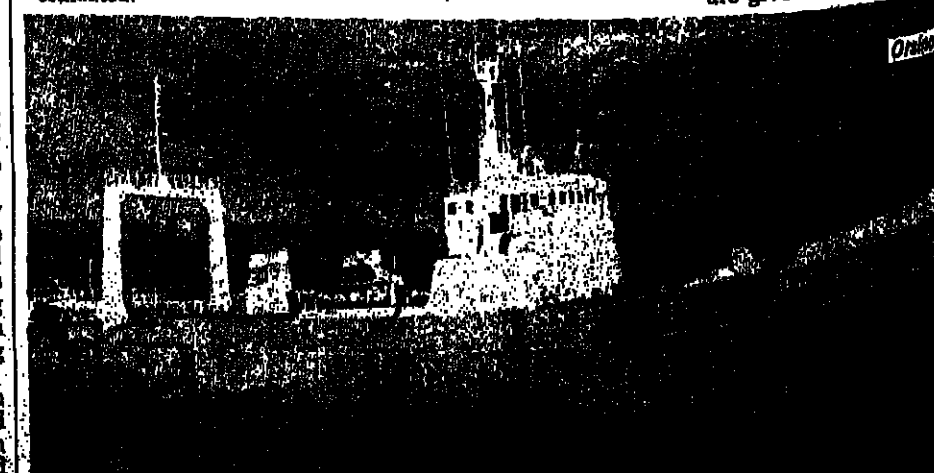


ONE of the most modern coastguard stations in Europe is now in operation at Pifeness, near Crail, Scotland. District officer Cleghorn said: "We have all the latest equipment at the station." He added that the station was due for an 'official' opening soon.

Freezer trawler contest ORSINO LEADS - BUT NOT FOR LONG

	Tonnes	Points
1. (2) <i>Orsino</i> (BUT, Hull)	2,087.4	16,435
2. (1) <i>Arctic Freebooter</i> (Boyd, Hull)	1,330.2	13,892
3. (9) <i>Southella</i> (Marr, Hull)	893.4	12,083
4. (6) <i>Northella</i> (Marr, Hull)	1,031.0	12,080
5. (10) <i>Dane</i> (BUT, Hull)	824.9	11,060
6. (11) <i>St. Jasper</i> (Hamling, Hull)	918.1	11,743
7. (4) <i>Piet</i> (BUT, Hull)	881.2	11,092
8. (19) <i>Lady Parkes</i> (Boston, Hull)	703.5	11,011
9. (13) <i>St. Jerome</i> (Hamling, Hull)	828.1	11,011
10. (12) <i>Sir Fred Parkes</i> (Boston, Hull)	721.4	10,800
11. (8) <i>Marbella</i> (Marr, Hull)	770.4	10,862
12. (3) <i>St. Jason</i> (Hamling, Hull)	848.5	10,815
13. (15) <i>Kirkella</i> (Marr, Hull)	778.8	10,942
14. (3) <i>Princess Anne</i> (Boston, Hull)	1,757.8	10,125
15. (21) <i>Kurd</i> (BUT, Hull)	727.9	9,854
16. (14) <i>Fannella</i> (BUT, Hull)	697.7	9,841
17. (7) <i>Arctic Galliard</i> (Boyd, Hull)	1,648.4	9,495
18. (28) <i>Cordella</i> (Marr, Hull)	613.8	9,272
19. (35) <i>St. Benedict</i> (Hamling, Hull)	1,809.1	9,270
20. (25) <i>Invincible</i> (BUT, Grimsby)	558.9	9,197

*estimated.



'Rogle' lands port toppler

LOWESTOFF'S port grossing record was raised by over £1,200 on Monday by Skipper D. P. Rogle Smith in Suffolk (above).

The Small & Co. stern trawler earned £18,878 for a 572-kilogram catch landed after an 11-day trip. Her catch included 455 kits of plaice and 30 kits of cod. The previous record stood at £17,474. This was set on March 21 when Tallman's *Oulton Queen* landed 603 kits after an 11-day trip.

Back from rig work?

SMALL & CO.'S side trawler *Suffolk Endeavour*, which has been on oil and gas rig stand-by work since about the turn of the year, looks like returning to fishing.

Formerly registered as LT 788, she lost her numbers whilst on rig work. The ship is now undergoing a re-fit. She has re-shipped her trawl gear and now shows a new number — LT 264.

The ship was the third of six *Constance Banks*-class side trawlers built at Applere for Small & Co. in the late 'sixties.

Westcountry a 'shellfish greenhouse'

THE Westcountry has tremendous opportunities for shellfish farming, an oyster-growers' conference at Shaldon, South Devon, was told last week.

The director of the Shellfish Association of Great Britain, Gerald Gardner, said growing conditions in the west are like a greenhouse compared with those on the east coast. He urged growers to band together in a selling co-operative. Oysters, mussels and scallops are in great demand, especially on the continent.

Conference organising secretary John Lambie of Devon Oyster Farms, had reservations. He said: "I don't think we are big enough for a co-operative."

But Alex Sharples of the White Fish Authority said the law required only seven to form a producer organisation or co-operative.

Tom Maskell, of Yealm Oysters, spoke of his experience of growing oysters for fish farming.

The harbourmaster, Capt. Jim Blazby, said he was worried at the growing demand for oysters for fish farming.

In three Devon estuaries and explained how costs and the physical workload could both be cut.

New names

In addition, the public tended to react against the names "Pacific" or "Japanese", as species widely grown in this country were called, and it was suggested that another marketing name should be found.

Meanwhile, Salcombe harbour sub-committee has turned down a further application to develop an oyster farming area in the Kingsbridge estuary.

The harbourmaster, Capt. Jim Blazby, said he was worried at the growing demand for oysters for fish farming.

GOOD squid fishing on the Bristol Channel grounds helped smash Milford Haven's port record last week.

Georgina Wilson (Skipper Tom Smith) had 80 kits of the variety in her total of 179 which sold for £7,752. The squid sold for £30-£33 per six-stone box.

Walter Whitfield, a local fish merchant, said: "Greek and other Mediterranean restaurants in London just can't get enough supplies of squid."

"It has been popular for some years now and is always scarce in Britain. At present Milford seems to be the only British port landing supplies."

He added that the squid landed had been on the small size and customers would have paid even more for it had it been larger, but he added: "They'll take all that is caught in any case."

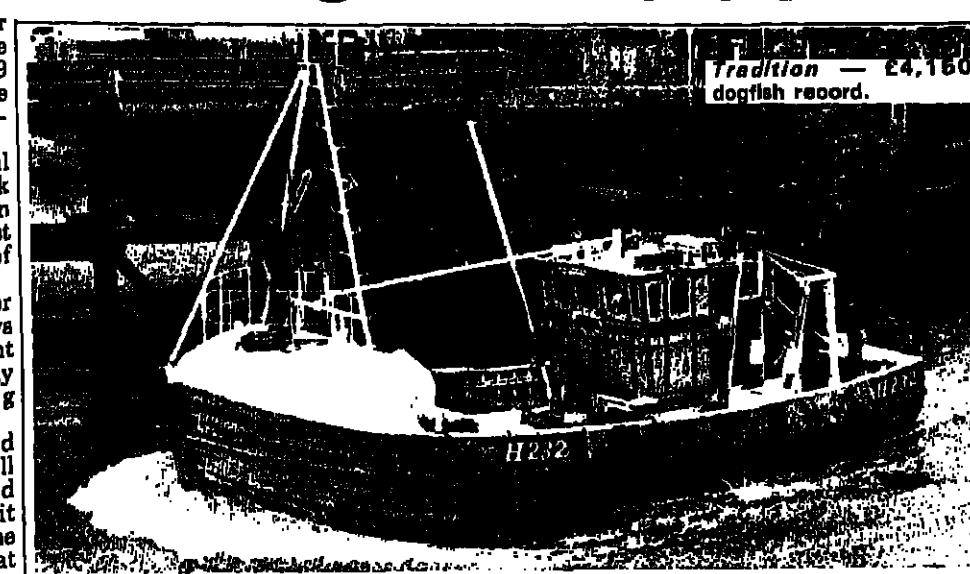
On the same day as the record landing there was also a big grossing for *Picton Sea Eagle* (Skipper Robert Foster). She made £8,526 from 164 kits. In addition to squid, the two vessels' main varieties were 90 of cod, 40 of whiting, 80 of roker, five of turbot and brill, 10 of plaice and five of soles.

On the previous day the £7,000 barrier was also broken by *Picton Sealion* (Skipper Brian Salter). She landed 204 kits, including 80 boxes of squid, worth £7,328.

Picton Sealion is owned by Norrard Trawlers and a director of the firm, Alan Packman, said: "The summer squid is providing a welcome bonus for the local trawler fleet."

Another of the week's outstanding performances was by the pocket trawler *Westdale* (Skipper Bruno Linke). This 73ft. vessel returned from the Bristol Channel grounds with 119 kits worth £5,764 — one of the biggest grossings she has ever made.

Squid helps smash Milford record



Tradition — £4,160 dogfish record.

VISITOR TAKES TOP DOG TITLE

THE Bridlington line boat *Tradition* (Skipper-owner Dennis Jewitt) is Grimsby's top dogger.

She had a massive catch of 199 kits which grossed a new port record tally for line-caught dogfish of £4,160 last Friday.

Tradition, owned by Sam Chapman & Sons Ltd., managed to smash the record from another Bridlington vessel, for the previous best had been set by *Betty* (Skipper Bill Glenton) in June.

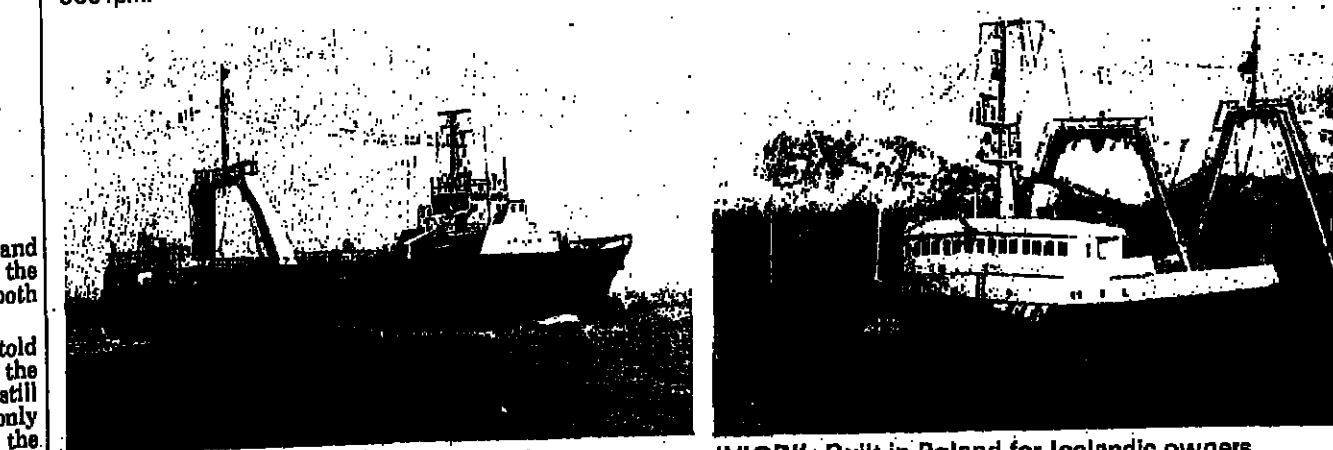
Earlier in the week Lowestoft's *Alison Jane* (Skipper-owner David Hunt) came near the old record but, with only 144 kits, settled the wrong side of £4,000.

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THE 55FT. FRASERBURGH purser-trawler *Breneline* is now working Scottish west coast herring after showing her potential on the Humber sprat shoals over the past three weeks. She landed her biggest shot of around 100 tons of sprats at her home port on Thursday last week as a follow up to her 62.9-ton maiden landed earlier at Hull's fish meal works.

Breneline is the first steel boat fitted out by the J. and G. Forbes yard and she is owned by a partnership headed by her skipper, Alexander D. Masson. After a spell on herring she is expected to sail south-west to join in the mackerel season for which she is equipped with a Norsenet of Norway mackerel and sprat purse seine.

The purser-trawler is fitted out on one of the six steel hulls stranded when the Smith and Hutton yard went bankrupt in 1975.

This included another 85 will be completed later in the ft. vessel being built for summer. Both vessels are Skipper David Alexander of equipped for purse seining and trawling and will be managed by the Fraserburgh office of J. Marr (Aberdeen) and G. Forbes and Co. won the contract to complete the two hulls which had been built under sub-contract by John Brown at Greenock.

Following the collapse, the Sandhaven boat builders J. and G. Forbes and Co. won the contract to complete the two hulls which had been built under sub-contract by John Brown at Greenock. Now Skipper Masson's *Breneline* is away fishing and Skipper Alexander's vessel The original order for the

boat was placed with Smith and Hutton in 1973, with completion scheduled for mid-1975. The final cost of the vessel is about double the original contract price.

Skipper Masson is, however, very pleased with the work done by Forbes, including the high standard of finish in the wheelhouse and accommodation.

J. and G. Forbes and Co., well known since the turn of the century for building wooden vessels, as usual used various sub-contractors to fit out *Breneline*.

Steel fabrication was handled by Mitchells (Fraserburgh) Ltd. and May and Bruce Ltd., while engineering work was carried out by the Seaford Marine Engineering Co. R. D. Downie carried out the electrical work and Stephen and McNab the plumbing.

The entire fitting out has been completed by Forbes and its sub-contractors, as the vessel came from Greenock as a bare hull. The deckhouse arrived in pieces.

Most of the work has been done in Fraserburgh harbour. However, the boat was taken to the slipway in Peterhead for painting and the skin fittings to be added.

She was also initially slipped in Fraserburgh, but the cradle collapsed under her and damaged the hull plating. This was repaired in Peterhead by Wood and Davidson Ltd.

Breneline is designed by the Napier Co. of Arbroath and was initially ordered as a seiner-trawler. Later, she was modified into a purser-trawler with chilled seawater tanks. The design allows for her to be lengthened if required.

With an overall length of 85 ft. and registered length of under 80 ft. *Breneline* has a beam of 23 ft. Her hull has round bilges, transom stern and raked aft nose stem with semi bulbous bow.

Propulsion is by a Mirreless Blackstone, type EW516M, diesel engine which gives 750 hp at 900 rpm to drive the Lisen, controllable pitch propeller through a Lisen

type ACG 54/540 gearbox. The propeller is housed in a fixed Kort nozzle.

Breneline's engine is fitted with a Brown Boveri turbo-charger and has compressed air starting.

At the fore end of the main engine is a Karmoy gearbox, engaged by a Framo clutch, which drives the Vickers hydraulic pumps for the gear handling machinery, the fish pump and the Brunvill 105 hp bow and stern thrusters.

Her two Gardner generating sets were supplied by Pelican Engineering Co. (Sales) Ltd. of Leeds.

The larger is a 61X unit of 127 hp and it drives a Newage Stamford 100 kVA 415 V, three-phase, 50 Hz a.c. alternator. A Vickers standby hydraulic power-pack for the deck machinery is driven off the free end of the alternator shaft, while another Stamford 415 V alternator is driven from the smaller 4LW 56 hp engine.

Electrically-driven equipment in the engineroom includes two Desmi bilge and general service pumps, two Worthington Simpson air compressors, a Bjarne Sjog standby lube oil pump for the main engine gearbox, a Desmi fuel transfer pump, plus a Desmi pump for cooling the hydraulic system.

In addition there is an electrically-driven Gilbert Gilkes and Gordon pump for emptying water from the CSW tanks, and three GGG pumps for circulating water through the tanks.

A Transmotor 24V battery charging alternator is also driven from an electric motor. A total of 8,000 gallons of fuel oil are carried in six tanks: two under the fishroom, two in the engineroom and two in the transom.

Some 2,000 gallons of fresh water are held in the forepeak and there is a water ballast tank below the fishroom.

Karmoy Mek Verksted of Norway supplied most of the gear handling machinery, including type 116-82A 22-ton purse and trawl winch, boom swivels, boom lifter and anchor windlass. The purse

and trawl winch is fitted on the port side, forward, in the shelter of a whaleback extension.

A Triplex 504.300 net winch is fitted on her starboard side deckhouse and is used in association with a transport roller. Karmoy's 14 in. submersible fish pump and fish and water separator are also carried.

Cantilever-type trawl galleys are built into the after end of the deckhouse.

The three chilled seawater tanks have a total capacity of 2,500 cu. ft. and are insulated with 6 in. glasswool and lined with steel. Each tank has its own hatch with an aluminium cover.

There is a further 4,000 cu. ft. of space in the fishroom which is insulated with glasswool-lined timber and is fitted with steel posts and wooden pond boards. Its steel hatch has an aluminium cover.

Fish finding aids in the wheelhouse are chosen for hunting sprats, mackerel and herring. There are three sonar sets comprising Elac Mittel Lodar with LAZ 44 Sonar Scope, Simrad SL Sonar and CM Sonar Scope, and Weammar SS220 Sonar. With a high frequency of 160 kHz, the Weammar unit will be particularly useful when searching out mackerel shoals.

Electronic equipment comes from four main suppliers: Brown and Perring (Instrumentation) Ltd. A Ben Amphitrite speed log, Atlas 720 Fischfinder, 4300 radar, and 240 echo sounder (The Atlas 240 sounder, with a sounding frequency of 100 kHz, is particularly good for mackerel detection).

Woodsons of Aberdeen Ltd. 'Sailor' T122 R 105 seab radio telephone, 'Sailor' RT143 vhf radio telephone, Woodsons Talk-Back system, Mermald 21 Watchkeeping Receiver, Robertson AP8 Autopilot and the Elac Sonar and Sonarscope.

Decora Mk 21 Navigator and 350T Track Plotter, also the Simrad Sonar and Sonar Scope.

July 28, 1977



Breneline, pictured in 1973, landed 62.9 ton maiden catch three weeks ago, under D. Masson. The (right) with her sprat seine abroad.

BIG SHOT 'BRENELINE'

Seinordered in '73 starts off pising four years later

Right: *Breneline* is fitted with the Norwegian-made Karmoy 22-ton combined purse and trawl winch. The winch is fitted forward, on the port side, in the shelter of a whaleback extension.

Below: the 55 ft. purser-trawler on the slip at Peterhead after final painting. A mishap on the slip at Fraserburgh during fitting out had damaged her hull plating.



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Good wishes
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and his Partners of
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Ansax

ANOTHER firm taking part in a fishing show for the first time was the Anglo Saxon Marine Construction Co.

The firm designs and builds the Ansax Propeller, a propulsion nozzle designed for trawlers and other commercial vessels to give increased propeller thrust at low speeds.

The nozzle on the stand was the 3,680th to be supplied since 1957. It is to be delivered to an inshore research vessel and will help increase her bollard pull to 64 tons.

Director, Jeffrey Wood, said that he was making propulsion nozzles far earlier than when his present company was set-up in 1970.

Last year the firm had a turnover of some £180,000, but this year he hopes to reach the £2m. mark.

Nozzles have been made in diameters from 18in. to 32ft. for export to many parts of the world. At present some 60 per cent of the firm's work is for fishing vessels.

A nozzle is about to be supplied to the Newhaven vessel *Viking Princess*, while another is for *Ina K*, fishing out of Leigh on Sea. Teignmouth fisherman, Malcolm

CATCH '77 review

Another look at the Humberside show

Coast, has just ordered a second nozzle.

Ansax Propellers are either fixed or rotating and are manufactured to all classification society requirements. They are individually designed to suit the vessel.

Flow patterns are calculated from the hull lines to ensure maximum performance, and the propeller is designed by computer techniques to ensure efficiency.

Anglo Saxon Marine also

prepares designs for vessels and stability calculations.

Euronette

THE Portuguese-owned firm of Euronette (U.K.) Ltd. got away to a splendid start with an order inside the first half-hour for 50 trawls valued at around £26,000.

This company is based at Fleetwood and the order, for trawls made from twine supplied by Ceril of Oporto, will take Euronette about three weeks to complete.

Net-braders Mrs. Edith Cavell and Mrs. Pauline Gandy immediately set about the work. The square and cod ends of the big order were being manufactured in Lancashire.

Euronette told *Fishing News* it had been a highly successful exhibition and it was confidently expected the firm would clinch many more orders.

D.E.V.

MAIN EXHIBIT on the D.E.V. Engineering stand was the firm's hydraulic warp tension meter now proving popular on pair trawlers.

Also on the stand was the Eyemouth firm of Farm and Marine Engineering, which was taking part in a fishing show for the first time.

The firm's Farmarine 1,000-metre net transducer winch with hydraulic power unit and valve assembly was shown.

Two units have recently been supplied to the new trawlers *Green Field* and *Green Isle II*, built by Herd and Mackenzie of Buckie for Northern Ireland.

A smaller unit with a capacity for 660m. of cable is fitted to the 78ft. Conger of North Shields.

The winch, capable of being powered from a vessel's hydraulic system or separately, has self-tensioning and automatic spooling gear. Also, it can be remotely controlled from the wheelhouse.

S.P. Radio

FAMILIAR green 'Sailor' radio telephone equipment was well to the fore at Hull with displays on a number of stands.

The hub of interest was on the Danish communications giant's own stand, where S.P. Radio (U.K.) Ltd. showed off recent SSB developments like the T126 transmitter and the R109 receiver (already generally available), together with a big range of its popular transceivers and whis.

S.P. Radio also whetted many visitors' appetites by showing the new R114/M Watchkeeping Receiver and the remarkable Short Wave Programme, both currently

in the pipeline for the UK. On the safety side the R114/M, available shortly, looks set to make a very big impact. The set, basically an improved version of the popular R114 Watchkeeping Receiver, incorporates a mute switch to eliminate nagging static interference which can often prove so onbearing in a wheelhouse that the set is switched off.

The new set has both normal and mute facilities and, when muted, is absolutely quiet. In an emergency, the two-tone alarm is activated by an overriding shore signal.

However, stealing most of the limelight after its successes at the last Bont Show was the new 'Sailor' SSB Short Wave Programme radio telephones, complete with a staggering 240 channels for world-wide coverage spread over a range from 1.6 to 30 MHz.

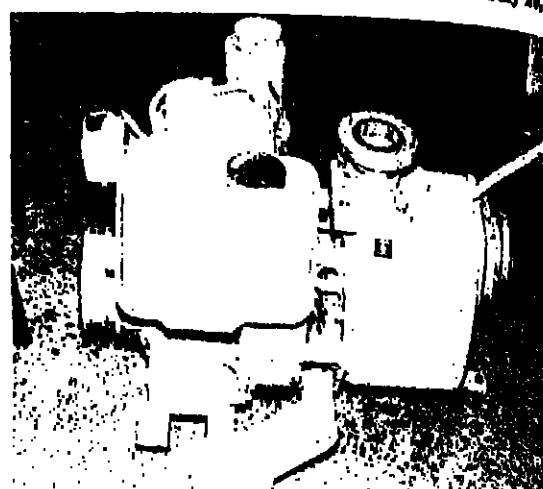
Now fully approved, this piece of electronic wizardry consists of T127 transmitter, independently mounted over a casing containing an S1300 exciter (or S1301 model), an R118 receiver and speaker, plus power unit (24V or 110V dc, or 220V ac).

This gives the HF unit the enormous advantage, if required, of positioning the compact transmitter up to 200 metres distance from the rest of the set, so the location of the aerial off the transmitter can be sited for optimum performance.

Completely synthesised, the high transmitter output is from 1.6 to 42 MHz giving 400 watts PEP and 1,000 watts PEP on the maritime HF bands up to 30 MHz.

Priced at around £4,500, this ultra-compact set is at least £1,500 below anything comparable.

Already fitted to some big continental trawlers, it is clearly aimed at the top end of the market, yet it is so adaptable it could be slotted in almost anywhere. UK supplies are expected in January 1978.



Nautic's Sbp emergency portable fire pump.

Nautic

SAFETY at sea laws in Denmark will compel all fishing vessels to carry portable 'emergency' diesel-powered fire pumps from January 1978.

The laws have been responsible for the development of a whole series of pumps designed to meet rigid specifications.

At Catch '77 Nautic Maskinfabrik A/S of

Esbjerg displayed latest version.

Under the new law the pumps must be connected with an engine room of the vessel so Nautic has produced a mobile model suitably handled by two men.

Fabricated in stainless steel, it is hand operated (2000) fitted with an 8 hp (6000).

The Nautic pump is mounted on wheels, required, but is carried by two in a removable lifting

mounted on the unit hydraulic power is provided by a pump unit built into the range of winches and haulers.

The net hauler is designed to be interchangeable with other North Sea Winches equipment and is therefore, use the hydraulic pump.

A small wheel mounted the end of the drum can haul lines or pots if needed. There is also a larger wheel with a 1,000 lb. pull.

A new Autoline package, a development of earlier haulers, was offered.

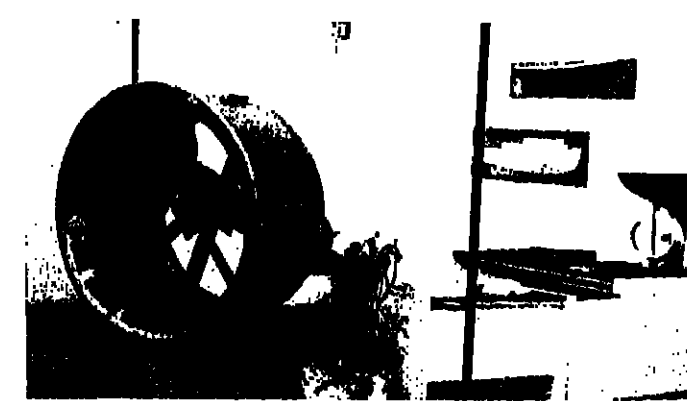
Its hauling wheel mounted on a pedestal there is a spring-loaded device to prevent the rope dropping out of the groove when slack.

The design of the gear wheel allows the pot to be hauled in and fed into the boat automatically.

One of the new Autoline package units is on the Yorkshire cable winch recently completed by Scarborough Marine Engineering for Skipper John Rees of Scarborough.

Skipper Reesley found that the winch helped more quickly than other types.

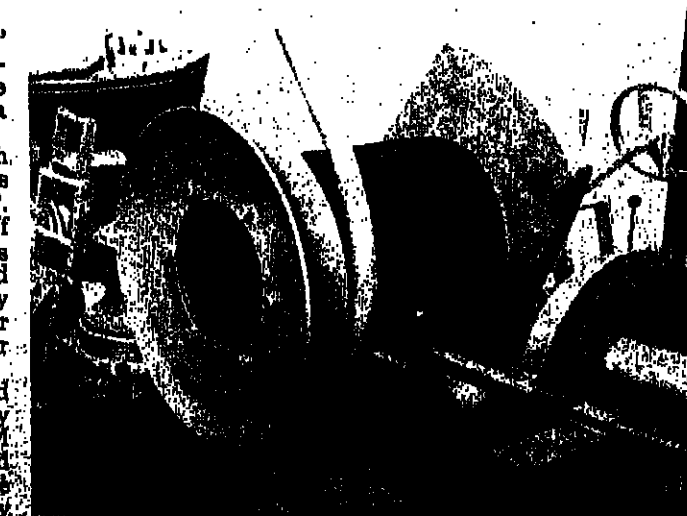
Hydraulic power is provided by a constant speed pump driven from the engine while a variable control allows the speed of the pump to be varied from zero to zero.



Above: Ansax Propulsor number 3,680 on the Anglo Saxon Marine stand. A wide range of nozzles are made.

Left: available in the UK soon will be S.P. Radio's 'Sailor' SSB Short Wave Programme radio telephones.

Below: North Sea Winches' Model 260 trammel net hauler sells for £475.



Peterhead firm has new reels and pump

THE PETERHEAD firm of A.F. Engineering (Scotland) Ltd. is now under new management and operating with the name of Tecnor Engineering.

Managing director, Dr. Bill Thain, told *Fishing News* that the new company will design, manufacture and service hydraulic deck equipment and is increasing its work force.

In addition, the firm will carry on the wide range of engineering and fabrication work formerly offered by A.F. Dr. Thain and technical director, Alec Keith, have moved to Peterhead from an Aberdeen engineering firm which has been involved in fishing for some years.

Tecnor Engineering has made a two-drum set of seine rope storage reels for the 80ft. Peterhead boat *Fidella* and will be fitting a set to another vessel shortly.

The robust reels are made with mild steel frames and stainless steel shaft and roller chain, plus a specially-hardened spooling guide roller.

Each reel is powered by an internal hydraulic motor and by motors can be fed from a single hydraulic pump. This can also drive the power block if required.

Controls can be local, or from the wheelhouse, and reel capacities can be to owners' requirements.

The reels on *Fidella* can hold 19 coils of 3/4in. rope on each drum and are driven through a change-over valve from her power block pump.

Wheelhouse controls are fitted. Tecnor is working with a Scottish skipper to introduce

a submersible hydraulic fish pump for industrial catches. The pump is aimed at speeding up the operation of emptying mid-water trawls and it will also reduce net damage.

A section is also being set up to re-condition hydraulic equipment including pumps,

motors, valves and cylinders.

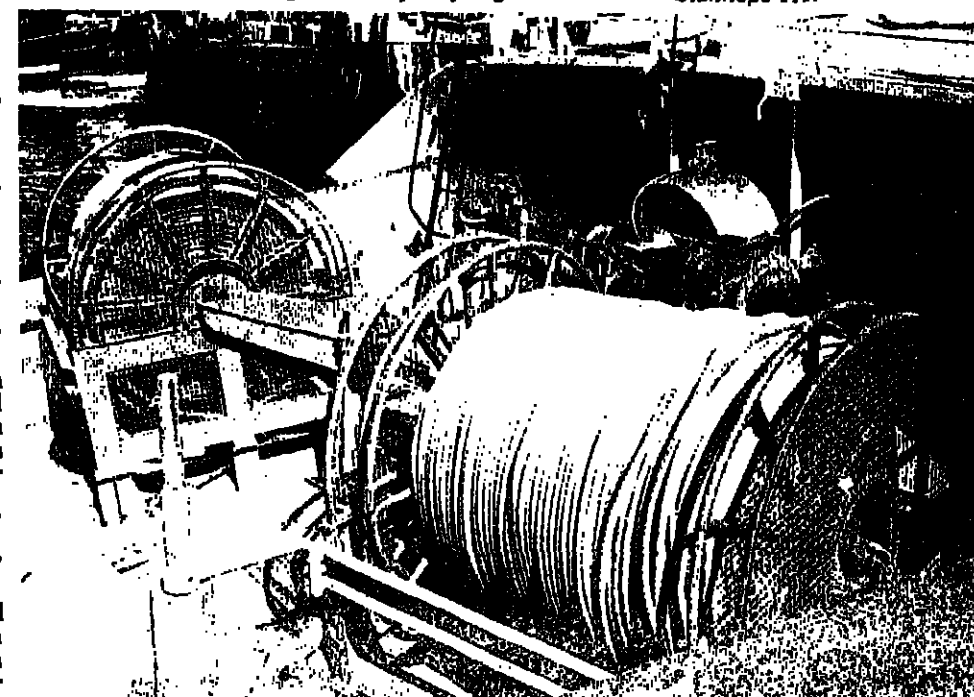
Recently it modified the hydraulics on a number of boats and it is now to carry out similar work on Skipper Jim Pirie's 86ft. vessel *Antares* (shortly to be renamed *Shemara*).

The work involves simplifying the over-

complicated hydraulic circuitry, but retaining the original gear handling machinery and hydraulic pump.

Tecnor is continuing to manufacture the A.F.-type 19in. and 26in. power blocks. A new unit has just gone to the 76ft. Peterhead seiner *Glenage 111*, while two 26in. models have been ordered for vessels being built by John Harker (Shipyards) of Knottingly.

Aluminium gutting shelters have been supplied to Peterhead vessels, including the 75ft. *Kearyard* and the 86ft. *June IV*, and now one is being fitted to Skipper Peter Strachan's 86ft. seiner *Stanhope 111*.



Tecnor Engineer's rope reels aboard the Peterhead seiner *Fidella*. An internal hydraulic motor powers each reel.

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NEW HEAVY CONSTRUCTION 24ft general purpose fishing boat, now building more boats similar to boat exhibited at Hull, Catch 77, 4 h.p. Dolphin diesel 2 to 1 gearbox, strong timber deck, hatch covers, wheelhouse, steel meat lifting gear. This boat is strong, tough and made of hard wood, ready for sea, lying Malden. Ex our yard £11,500. Further details from:

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Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 30, 1927

TWO fishermen found in mid-Atlantic had been adrift in a boat for 11 days. The men had been lining from a schooner on Newfoundland's Grand Banks and, after becoming lost in fog, drifted 374 miles. They had few biscuits and no water.

EIGHT herring boats aground off Fraserburgh in dense fog. Lifeboats stood by during the day and all refloat except the badly-holed *Buchanan*.

TWO Grimsby trawlers struck by lightning. Bacon company's *War Duke* has her foremast splintered and is almost halted, while *Lord Northcliffe's* mizzen is struck and a crewman receives shock.

50 years ago

ONE OF the first skippers to start sailing from Yarmouth, Skipper Samuel George, dies aged 87.

IPSWICH fish merchant leaves £24,743 in his will, but only £1,000 to his wife if she remarries.

"FISHING NEWS" article urges merchants to sell fish under standard brands and trade marks to boost sales.

FIVE French skippers fined £10 each for illegal fishing in Irish waters.

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■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

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